ONEGREENCITY
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Monday, December 10th, 2007.

ATTN: Mayor Katz, Councilor Clement, Councilor Leipsic, Councilor O'Shaughnessy, Councilor Steeves, Councilor Swandel and Councilor Wyatt
RE: Preliminary 2008 Annual Capital Budget - 2009 to 2013 Five-Year Capital Forecast

Members of the Executive Policy Committee:

My name is Anders Swanson, and I am working to help the citizens of Winnipeg and their government create a healthy, vibrant and sustainable city.

One Green City is a voluntary project whose chief goal is to see the creation of a first-class, comprehensive network of cycling infrastructure A.S.A.P. Through an innovative website, by actively contributing to numerous local organizations and by offering an exciting vision of the future, One Green City has been creating lasting links between hundreds of individuals and organizations.

The website itself acts as a reliable reference for maps, resources, examples, route ideas, best practices and contacts. One Green City offers free mapping and design services and has worked with numerous independent local organizations to identify priorities, create maps, write documents and design websites - - all with the goal of increasing their capacity to engage the people of their community and, ultimately, to advance the goals that both they and One Green City share.

People choosing the bicycle as a safe, inexpensive, healthy, efficient and sustainable form of transportation know that a bike lane or a multi-use path is only as good as the network of routes it feeds into; only as good as the bridges and underpasses along the way.

The citizens of Winnipeg **want and need** to see a comprehensive network of cycling facilities as soon as possible. If you create it, they will use it.

[presentation]

As my presentation showed, there have long been democratic, environmental, health and economic reasons for funding AT infrastructure. But acting *now* is more important that ever

On behalf of all citizens of Winnipeg, One Green City recommends:

A. That Council increase the amount allocated for the "active transportation corridors" and "recreational trails and walkways" line items in the 2009 to 2013 Five-Year Capital Forecast. This should be done now to demonstrate leadership and to allow us to funding from other levels of government and bring funding levels in line with the current number of cyclists. (One Green City requests that the amount allocated for these two items total at least 3% - 5% of the roads and bridges capital budget.)

Reasoning:

1. From a cost-benefit perspective, a significant investment in active transportation infrastructure should be recognized solely as a *benefit*, not a *cost*.

2. Cycling infrastructure is inexpensive, but not *that* inexpensive. Active transportation infrastructure is economical from almost any standpoint (construction, maintenance, insurance, land acquisition, etc.) but we are starting from near zero. Prospective cyclists have been suffering for nearly 2 generations from an accumulated active transportation infrastructure deficit. Technically, all roads in Winnipeg are *open* to cycling, but few are designed to *encourage* cycling. It is clear from the level of ridership and first-hand experience that transportation planning in Winnipeg has long been focused solely on the automobile.

3. There is an emerging consensus amongst Winnipeg MLAs that active transportation is central to the Manitoba provincial government's new policy commitments and that current inadequate funding levels must be increased to give A.T. the priority it deserves.

4. A strong city commitment would give the Government of Manitoba the precedent it needs to provide the city with significant funds in their 2008 Capital Budget.

5. A strong funding commitment would encourage many individuals and community organizations to continue working to gather stakeholder input and develop community ownership of the March 2008 Active Transportation Plan.

6. A strong commitment to active infrastructure would encourage the City of Winnipeg, and levels of government to begin the background work on new initiatives – initiatives which take time to come together (such as federal/provincial participation in the negotiation of land-use agreements with railway companies, the granting of easements, etc…).

7. The percentage of Winnipeggers that currently use the bicycle as their main mode of transportation is 2.4% and growing.

8. Public Works has said that A.T. infrastructure will be included in all new projects, but the choice of projects will still be heavily biased toward automobile planning. The active

transportation corridors budget is such a key to creating connectivity ASAP. A significant increase in the active transportation corridors line item means progress will be made *according to the priorities of AT users.*

9. Build it and they will come.
One Green City also asks:

2. That Council set aside funds to study the implementation of the March 2008 Plan. This should be done either in the Capital budget or the Operations budget, in order to leverage support for this unique intiative in the form of F.C.M. grants to "field test" the implementation of the March 2008 A.T. Plan.

What does GMF finance?	What are the key pre-requisites?	What funding is available?	How are applications assessed?
Studies Feasibility Studies and Field Tests: brownfields, energy, transportation, waste, water.	Sustainable community plan or sector plan that includes goals or targets related to the study Sector specific prerequisites*	Grants for: up to 50% of costs up to $350,000	Environmental, Social, and Economic Benefits Sustainability approach, including integration and systems approach, linkage to sustainable community plan or sector plan Innovation, replicability and potential to create and transfer knowledge Management capacity and workplan

For more info see: http://www.sustainablecommunities.fcm.ca/GMF/Funding-Studies.asp

"Field Tests: transportation"
Great potential exists in a study that documents the implementation of the March 2008 AT Plan. It would allow our city to demonstrate a leadership role - to "set a gold standard" for the rest of Canada to follow.

"Sustainable community plan or sector plan that includes goals or targets related to the study"
Setting a sustainable vision and targets needs to come from the Mayor and council. In other jurisdictions, a commitment from political leaders to have "x share of all trips fdone by bicycle by 'x' date.", has been a tremendous catalyst for change.

"replicability"
Right now, Winnipeg is a medium sized, car-focused city in the centre of North America. Documenting the shift from essentially "zero" active transportation infrastructure to a "comprehensive network" of active transportation infrastructure will provide some strong lessons and should be *replicable,* at least in part, by just about any other city.

Portland, Oregon is the only other example that is remotely similar. Portland has made remarkable increases in bicycle ridership through cycling infrastructure investment. Like Portland before they began investing, Winipeg has an average rate of cyclists.

"Innovation"
Because Winnipeg currently has almost no cycling infrastructure, we have the opportunity to implement the nearly all at once. This will result in a dramatic rise in. If citizens are excited and happy with the system, I believe it will act as a synergy whereby more funds will be found, more routes will be used and pretty soon everyone will want a bike boulevard right outside their door. A cautious approach might result in a cautious adoption of the infrastructure.

"potential to create and transfer knowledge"
A.T. infrastructure in Winnipeg will have to deal with pre/post WWII, 60-70s-80s-90s, and brand new city planning techniques all at the same time. There are plenty of lessons to learn and pass on. Taking these steps in the "information age" allows us to disseminate our example much faster than ever before. Many of the most cycling-friendly cities in the world are winter cities. However, without a Canadian example, some people remain skeptical. Documenting this change in Winnipeg is a unique opportunity to lay to rest the myth that a winter city cannot embrace cycling.

Sustainability approach, including integration and systems approach, linkage to sustainable community plan or sector plan
WINSMART is currently providing Winnipeg with data about the overall GHG situation of transportation in Winnipeg and some feasibility statistics.

"Environmental, Social, and Economic Benefits"
The benefits are too numerous to list.

Management capacity and workplan

With the hiring of the AT Coordinator and the establishment of the ATAC committee, and a heightened awareness of AT issues within Public Works in general, the city of Winnipeg can now an operating framework to allow it to carry out the management of such a study. Involving the community in a “management capacity” (which is already happening) means success for the project as a whole and the study in particular.

Thank you,



Anders Swanson
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One Green City